

PINAL AIRPARK MASTER PLAN

Prepared for the
County of Pinal

CHAPTER 2

CONCLUSIONS & RECOMMENDATIONS

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CONCLUSIONS

Studies, analysis, and public meetings provided data for the Master Plan Study. This data has led to the following major conclusions by the Consultant team:

1. **Airport Category and Area of Benefit:** Pinal Airpark is a Transport category general aviation airport providing a vital service to the residents of Southern Pinal County and the City of Marana, Arizona.
2. **Based Aircraft:** In 1991, there were 125 based aircraft, including aircraft owned or operated by Evergreen Air Center, the Arizona Army National Guard, and private operators.
3. **Historical Operations:** The number of operations for 1990 were estimated at 174,500. The Arizona Army National Guard, adjacent to Pinal Airpark, contributed approximately 110,000 operations to the 1990 operations total. 1991 operations were estimated at 128,100. The decline from 1990 levels was attributed to the relocation of B&F Aviation to Avra Valley Airport.
4. **Forecast Operations:** Aircraft operations are expected to total in excess of 62,000 by the year 2010. The decline from current levels is primarily related to the planned relocation of Arizona Army National Guard rotor touch-and-go operations from the Airpark.
5. **Critical Aircraft:** The critical aircraft projected to use the Airpark is the Boeing 747-200, in Aircraft Approach Category D and Airplane Design Group V.
6. **Runway:** The existing runway is Runway 12-30—at 6,840 feet long and 150 feet wide, a length which is adequate to accommodate the critical aircraft and the other large commercial aircraft under current operational conditions (low operating weights with limited payload and fuel). Ultimate runway length of 10,000 feet would be required to meet the long-term needs of these types of aircraft under typical commercial conditions; the width would remain at 150 feet.
7. **Pavement Strength:** Runway 12-30 has a pavement strength rating of 30,000 pounds single-wheel loading, 100,000 pounds dual-wheel loading, and 150,000 pounds dual-tandem-wheel loading. The weight-bearing capacity is adequate for all aircraft operating at Pinal Airpark when the aircraft carry minimum payload and limited fuel. If heavier aircraft will be using the Airpark on a more frequent basis in the future, a thorough pavement testing program should be initiated and pavement strength upgraded to accommodate the aircraft requirements.

8. **Taxiways:** The parallel taxiway leading from the aircraft parking apron to the approach end of Runway 12 is in extremely poor condition; the access taxiway at the Runway 12 end needs repair; the concrete aircraft parking apron is showing its age, and all joints should be sealed; a continued weed-control program is needed to prevent continued deterioration of the old runway surfaces; and the 50-foot-wide taxiways do not meet the FAA design standards for Airplane Design Group V aircraft and should be widened to 75 feet, with 150-foot radii.
9. **NAVAIDs:** A Visual Approach Slope Indicator (VASI) system has been purchased by the Department of Defense (DOD) for installation on Runway 12; the DOD has also purchased Runway End Identifier Lights (REILs) for both ends of the runway and High-Intensity Runway Lights (HIRL) for installation on the runway.

Pinal Airpark is a potential site for installation of nonprecision instrument approach and terminal weather-reporting facilities, which may include a nondirectional beacon (NDB)—possibly combined with distance measuring equipment (NDB/DME), Loran C, or a very-high-frequency omnidirectional range with distance measuring equipment (VOR/DME).

10. **Hangars and Tie-Downs:** Based on the limited projections for based and itinerant aircraft usage at Pinal Airpark, general aviation hangars or transient or based aircraft tie-down parking positions, no additional development is planned at this time.
11. **Access and Roads:** Pinal Airpark Road, from the U.S. Interstate 10 (I-10) Expressway, is deteriorating and badly in need of improvement. On-airport roads, with the exception of Del Smith Boulevard, are in need of improvement from the standpoint of circulation as well as condition.
12. **Automobile Parking:** Automobile parking is adequate for the existing level of activity; however, should the activities present on the airport today expand their operations or should new operations be established on the airport, improvements to the parking lots will be required.
13. **Utilities:** The existing airport utilities have adequate capacity to accommodate aviation-related expansion, with extensions of existing lines or with new lines. Development of non-aviation or industrial facilities in the airport landside areas will require site-specific utility improvements.
14. **Security:** For the safety and security of Airpark facilities and stored aircraft, Pinal Airpark has a very high level of security relating to access to the facility, with more-frequent-than-normal security patrol and a guard gate at the entrance road to provide screening of and directions to visitors.

Fencing around the runway and apron areas is inadequate to effectively control human and animal access to the active airfield areas. Standard 6-foot chain-link security fencing should be installed to protect all active airport facilities, including runways, taxiways, and aircraft tie-down and apron areas.

RECOMMENDATIONS

To provide for and foster aviation in the best interests of the public in Southern Pinal County and the surrounding area, the Master Plan Study recommends that Pinal County take the following steps:

1. **Land Acquisition:** Purchase 36 additional acres of land to protect the predominant approaches from the north to the existing Runway 12. Approximately 65 additional acres would be required to accommodate the 3,150-foot extension of Runway 12 to 10,000 feet.
2. **Planned Expansion:** Provide for the continued and orderly expansion of the facilities at the Airpark to provide for and foster future aviation demand. This expansion should follow the staged development plan, yet be accomplished within the constraints of prudent economic planning.
3. **Funding:** Request funding assistance under Federal Aviation Administration (FAA), Arizona Department of Transportation (ADOT), and other applicable federal and state funding programs for all eligible capital improvements.
4. **Permitting:** Through the appropriate governmental jurisdictions, accomplish the required permitting for Airpark development.
5. **Zoning Changes:** Through the appropriate processes, accomplish the recommended changes to zoning and easements on property adjacent to the Airpark.
6. **Management of Short-Term Environmental Impacts:** Promote and enforce strict construction policies to minimize short-term environmental impacts from the proposed airport development program.
7. **Land Use:** Ensure through current negotiations with Evergreen Air Center that Pinal Airpark is maintained as a public-use facility.
8. **Initiation of Development:** Adopt the Master Plan and initiate the development of the recommended improvements in a timely manner.